

**FINAL EDITION**

**The**



**World.**

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# U.S. SHIP SUNK; NO CONTRABAND; AMERICAN CREW OF TEN SAVED

## CITY GIVES AWAY WATER FRONT RIGHTS IN THE RIVERSIDE DEAL, SAYS LAWYER FOR CITIZENS

Fight on Proposed Contract With Railroad Opened Before Board of Estimate.

MAYOR TELLS OF PLANS.

Co-operation Between Citizens, Park Department and Experts Proposed.

The battle of Riverside Drive against the New York Central Railroad was opened to-day before the Board of Estimate and Apportionment, Mayor Mitchell presiding, by seventy-five women and 100 men, who formed an orderly but intensely interested body in opposition. Mayor Mitchell delayed the meeting until nearly noon coming from the Adirondacks.

"I apologize for being late," he said. "A New York Central train, due at 7 A. M., brought me in at 11:15. If the service on the West Side after this improvement is made should be the same as on the Adirondack division of the Central I would move to abandon this contract."

The morning session proved to be unexpectedly orderly and dignified, with occasional sparks flying. Julius Henry Cohen, representing the Citizens' Union, made the first address, presenting a clear, logical analysis of the conditions approved and those disapproved. In the course of his argument the Mayor made an announcement which tended to mollify the opposition of Riverside Drive residents about the future condition of their park.

**MAYOR HAS PLANS TO MEET OBJECTIONS.**

Mr. Cohen had argued that a proper course to pursue would have been to prepare first a plan of park treatment and then make the plans for roofing over the tracks to conform with it in strength of structure instead of forcing park surface treatment to conform with the railroad roof.

"We would have been glad to have taken the public into our confidence," said the Mayor, "if it had been possible to do so at first. But we were unable to do so because the general terms of the arrangement were not reached then. But now we have two plans to meet the conditions to which you refer."

"One is to employ the best available expert in park treatment to work out a plan, and then we intend to invite a citizens' committee, representative of various associations, on park plan aesthetics to associate itself with the Park Department and the expert so that the result may be the product of their co-operation."

**MAY SHIFT THE MANHATTAN-VILLE YARDS.**

There also is possibility of some change being considered by the city in regard to the Manhattanville yards at One Hundred and Thirty-fifth Street. Reginald P. Bolton submitted yesterday to the Board a map for locating these yards at another point further north and promised detailed plans to-morrow. Comptroller Fenderson said:

"We shall be very glad to get it. Our engineers are already examining the map."

Mr. Cohen's principal objection to the proposed contract was that it committed the city irrevocably to grants of land and franchises to the

## AQUEDUCT GUARD SLAIN BY SUSPECT NEAR BIG FLUME

Soldier Shot Down While Investigating Mysterious Lights at Tunnel.

(Special to The Evening World.)

POUGHKEEPSIE, N. Y., Feb. 14.—Private Hugh Taylor, Company C, Tenth Infantry, N. G. N. Y., of Albany, on patrol along the New York Aqueduct near New Paltz, Ulster County, was shot and killed instantly at 9 o'clock last night while investigating suspicious lights seen near the big flume at Bontecou Tunnel, three miles southward.

Leut. Col. Albert Salbaugh, authorized Capt. Pancost Kilder to state that particulars of the shooting of Private Taylor had been forwarded to division headquarters in New York City. The captain stated that the slain man saw lights moving upon the Aqueduct near Bontecou Tunnel and started with eight others in pursuit of what he took to be a human form which darted from behind a boulder.

Capt. Kilder said the inquiry brought out the fact that no member of the squad had raised a gun to his shoulder.

Taylor's body was shipped this afternoon to the home of his sister, Mrs. H. E. Smith of 94 Colonia Street, Albany.

It was asserted by guardsmen this morning that attempts had been made within the last two days to tamper with the aqueduct pipe in at least three places, but that rifle shots had driven the men off. Closer watch than ever was established this morning along the entire line of the aqueduct from Brown Station to Cornwall on Hudson, where it dips under the Hudson River. Guardsmen of Company K fired several shots Sunday night when indistinct forms were seen near the aqueduct line at St. Andrews.

## THREE MORE BRITISH SHIPS ARE SENT TO THE BOTTOM

LONDON, Feb. 14.—The F. D. Lambert, a British steamship of 2,195 tons gross, was sunk last night by a German submarine, according to a notice posted at Lloyd's Shipping Agency to-day. Four members of the crew escaped in the port lifeboat and are believed safe. The rest of the crew were landed to-day. Two British trawlers also have been sunk.

ST. JOHN, N. B., Feb. 14.—A cable from Belfast, Ireland, announces that the steamer Innishowen Head, of 3,050 tons, has been sunk. She sailed from Belfast Feb. 12 in ballast for St. John. Capt. Campbell and all members of the crew, with the exception of one man, were saved.

The Maritime Exchange received word to-day that the British steamer Roonoke, 3,755 tons, had been struck, presumably by a torpedo, and beached on the English coast. The vessel was the property of Furness, Withy & Co. and was registered at West Hartlepool.

## LINERS ADRIATIC AND CARMANIA DODGE U BOATS

Both Safe at Liverpool With War Cargoes Worth About \$20,000,000.

ESPAÑE GETS AWAY.

Five Cunarders in Port Loading for Great Britain May Sail Under Convoy.

Cablegrams received from Liverpool to-day announce the safe arrival at that port from New York of the White Star liner Adriatic and the Cunarder Carmania, with immensely valuable cargoes of munitions, foodstuffs and automobiles for the allied armies. The Adriatic reached Liverpool on Monday, nine days out from New York, and made the trip in her regular schedule time. The time of the Carmania's arrival was not made known. Great jubilation was created in shipping circles by the news that the Adriatic, with her \$10,000,000 cargo, and the Carmania with a cargo almost as valuable, had dodged the German submarines. It is known that the German government made a special effort to sink these two ships. They were the first to leave New York for the danger zone after the German declaration of "frightfulness."

The Rochambeau of the French line is due at Bordeaux to-day. If she arrives safely shipping men will look on the latest German U boat effort as a failure.

The Adriatic left New York on Saturday, Feb. 3, three days after Germany's proclamation closing a zone around Great Britain to all ships. She was the first big vessel to start for the danger zone and was given a great send-off as she went out to sea with all her flags fluttering and a white ribbon of steam streaming away from her stern as she answered continual salutes.

What route the Adriatic took is known only to her officers and the British Admiralty. From stories which have reached here from the other side it is supposed she had a cruiser escort through the danger zone. She carried forty-four passengers, including one American, G. W. Uridge of San Francisco.

The French liner Espagne, which was to have sailed last Saturday for Bordeaux, did not get away until early to-day because of trouble in getting a sufficient quantity of coal aboard. The Espagne carries 220 passengers, of whom sixty-seven are Americans.

Among the Americans on board the Espagne were R. T. Bacon, J. A. W. Clark, Dr. William C. White, C. D. Griesemer of the firm of Gaston, Williams & Wigmore of No. 140 Broadway, on his way to Petrograd to contract for munitions with the Russian Government; R. F. Gibson, Mrs. William, E. R. Lyon and Howard C. Sayre. The Cunard liner Carpathia, which left Liverpool on Jan. 28, five days before the announcement of Germany's ruthless U boat campaign, came into port to-day, having made a stop at Halifax. There are now five Cunard liners in port loading for Great Britain—Carpathia, Laconia, Acadia, Andania and Feltria. This grouping of liners leads to the belief that the vessels will sail for the other side as a fleet and under convoy of British cruisers.

**Bethlehem Capital Increased.**

Stockholders of the Bethlehem Steel Corporation this afternoon approved the action of the directors recently in increasing the capitalization of the company from \$15,000,000 to \$20,000,000.

(Racing Entries on Page 2.)

## Bernstorff Says Farewells On Liner Ready for Sailing

Former Ambassador Closely Guarded on Ship by U. S. Agents and Police.

HOPEFUL FOR PEACE.

Former Ambassador Expects U. S. to Convey Ships, Which May Save Them.

Count Johann H. von Bernstorff, the dismissed German Ambassador, and the 175 members of the German diplomatic service in this country are now safely on board the Scandinavian liner Frederik VIII. at her pier in Hoboken. When that vessel starts for Europe late this afternoon the final act in the breaking of diplomatic relations between the United States and the German Government will have been staged.

Inability to get coal prevented the Frederik VIII. from leaving at 2 o'clock, her original sailing time.

The charming personality of the man who has represented the German Government at Washington for so many years was never more in evidence than to-day, when, following an all-night railroad journey from Washington, he greeted scores of reporters and photographers with the most amiable of smiles. He posed for the movie men and newspaper photographers, chatted and joked with the reporters, and proved himself a genuine sportsman in the way he met the embarrassing situation.

In his most gracious manner the Count declined to be interviewed, announcing he would add nothing to the statement given out in Washington last night. His cheerfulness, however, could not conceal the tinge of sadness that crept into his voice at times or the shades that occasionally crossed his brow.

The former Ambassador found his suite filled with floral offerings which reached the ship yesterday afternoon and last evening. Additional flowers were received at frequent intervals before sailing time, those on guard at the pier estimating that an automobile load of greens and blossoms had found their way to his quarters during the day.

**CLOSE GUARD KEPT BY SECRET SERVICE MEN.**

No President of the United States was ever more carefully guarded than the Count and his party. Secret Service men watched over every car of the train of three Pullmans and two baggage cars on the way from Washington. Every foot of ground within a radius of half a mile from where the train stopped in Hoboken and the steamship pier was guarded by the armed men who had been detailed to protect the party from possible annoyance.

As a result of these elaborate precautions Count von Bernstorff had almost gained the vessel before anything occurred to cause him even the slightest disturbance. As the automobile carrying the former Ambassador and Countess von Bernstorff, guarded by four Secret Service men, was entering the pier a youth with a letter in his hand broke through the police lines and darted toward the car.

"One minute, Mr. von Bernstorff," he called out. "Here's a letter for you. I was told."

Before the youth could finish he was grabbed by Detectives Kiehl and Hopper of the Hoboken force. As the policeman took hold of him the young man struggled to free himself, shouting: "I am a relative of Prince William!"

Count and Countess von Bernstorff were aboard the vessel a few seconds later and had apparently paid no attention to the interruption. At the Second Precinct Station House the young man said he was Alfred Hop-

(Continued on Fourth Page.)

## Japan Would Aid America in Case of War With Germany

DALLAS, Tex., Feb. 14.—"In case the United States and Germany should go to war Japan would use all her naval and military power to help the United States," said Y. Nagashima to-day. He is head of Mitsui & Co., known as the "house of Morgan of Japan," the biggest financial institution in the Orient.

"We may be a foolish people, as some nations believe, but we are not so foolish as to think the friendship of Germany more valuable to us as a nation than the friendship of the United States."

"I believe the United States would be wise to go to war with Germany—we have found it most profitable."

Mr. Nagashima is here with his wife on a tour of the United States investigating financial conditions. He was recently in New York City and Washington and heard the Congressional debate over the Immigration Bill.

## BASEBALL STRIKE IS DECLARED OFF BY LEADER FULTZ

Players Are Released From Pledges After Conference With McGraw.

David L. Fultz, President of the Players' Fraternity, waved a white flag this afternoon and averted the threatened baseball war. Fultz, after a conference with Manager McGraw of the Giants, said he would release the fraternity players from their pledges and they could now sign individual contracts. This move prevents the strike of the National and American League players that was ordered for Feb. 20.

Fultz said he would explain his action in a statement he would issue later.

Fultz, supported by 1,000 professional ballplayers throughout the country, decided on a "strike" when the club owners refused to tender contracts that included disability and travelling expense clauses. Fultz also contended that the 1917 agreements were unfair to the players because of the sweeping cuts in salaries.

One of the conditions of the calling off of the strike was a promise by John K. Tener, President of the National League, that the players' pledges to strike would not be held against them by the league magnates.

**NINE TONS OF EXPLOSIVES IN ONE GERMAN AIR RAID**

One-third of It Dropped on Railroad Station at Amiens, Setting It Afire.

BERLIN, Feb. 14.—Nearly nine tons of explosives were dropped over western front points by German air raiders in one night, Feb. 9, according to a review issued by the official press agency to-day.

The eastern railroad station at Amiens received about three tons of explosives and was set afire. Other raids inflicted damage elsewhere.

**U. S. TROOPS MAY AGAIN CROSS MEXICAN BORDER**

Effort to Be Made to Rescue Three American Cowboys Abducted by Villa Force.

HACHITA, N. M., Feb. 14.—American cavalry troops may cross the international line to-day in an effort to rescue the three American Mormon cowboys, A. P. Peterson, Hugh Acord and Burton Jensen, who were carried off Monday afternoon by armed Mexicans under command of President Miranda, said to be connected with Jose Ynez Salazar's Villa force.

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## SCHOONER LYMAN M. LAW SUNK IN MEDITERRANEAN; WASHINGTON SEEKS FACTS

Carried a Crew Composed of Captain and Nine Men, Mostly Residents of Towns in Maine and Was Bound for Palermo.

## NOT KNOWN WHETHER WARNING WAS GIVEN

LONDON, Feb. 14.—The American schooner Lyman M. Law was sunk by a submarine on Monday, according to a despatch from Stefani Agency of Rome. The crew, including ten Americans, is reported to have been landed.

BANGOR, Me., Feb. 14.—The schooner Lyman M. Law sailed from Penobscot Bay on Jan. 6 with 60,000 bundles of lemon box shooks, taken on at Stockton a week earlier. There was no contraband aboard, according to the T. J. Stewart Company of this city, the shippers of the cargo. The schooner was to go direct to Palermo, without touching at any other port. The cargo was valued at \$31,200 and was insured.

WASHINGTON, Feb. 14.—The Government has begun seeking official information of the destruction of the schooner Lyman M. Law by a submarine, to determine at once how the case affects the delicate situation between Germany and the United States.

The despatch was taken to indicate that the Law was sunk in the Mediterranean, where Austria also is conducting submarine operations. The main points to be determined are, whether the ship was attacked without warning, whether she carried contraband and whether any American lives were lost.

Whether the destruction of the Law will turn out to be "the overt act" of the submarine campaign will have to depend on the exact facts.

The Lyman M. Law carried a crew of nine men in addition to her captain, all Americans, according to the schooner's agents here, the Maritime Transportation Company.

The Law's captain's name is S. N. McDonough, Winterport, Me. The other members of the crew, according to the records here, are: William H. Lowe, first mate; Elijah Grant, Bangor, Me.; William Hyton, Jamaica; Edward Nickerson, Provincetown, Mass.; Frank Batt and Irving Gray, Bucksport, Me.; Charles Crocker, Bangor, Me.; Lee Thompson, West Belfast, Me.; and Leslie Sprague, Swan Island, Me.

The Law, 1,300 tons gross and 211 feet long, was built in 1890 at West Haven, Conn. She was formerly owned by the Benedict-Manson Marine Company of New Haven, Conn., which sold her a year ago to New York interests interested represented by the Maritime Transportation Company.

## UBOATS FOR PANAMA CANAL ZONE IS SUGGESTION FROM GERMANY

In Event of the United States Declaring War the Kaiser Will Be Prepared to Send Submarines Across the Ocean.

By Carl W. Ackerman.

BERNE, via Paris, Feb. 14 (United Press).—Germany is prepared to send submarines into American waters, especially in the region of the Panama Canal.

BERLIN, Feb. 14.—"Tempting fate" is the way Germans regard the action of the American Government in permitting "test ships" to sail for ports in the submarine barred zone. Great surprise was manifested here when it became known that American ships had cleared for allied ports, in the face of Germany's announcement of unlimited submarine warfare.

It was gravely remarked that the shipowners must take a frivolous view of the situation in ever dispatching their ships to the danger zone.

Americans remaining here are treated with the same cordiality which they enjoyed before the departure of Ambassador Gerard.

WASHINGTON, Feb. 14.—The se-